

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,254 號肆十五百貳千壹萬壹第 日柒 月捌年六十二緒光 HONGKONG, FRIDAY, AUGUST 31st, 1900. 伍拜禮 號壹十叁月捌年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A FINE OLD BRANDY.
WATSON'S B. BRANDY
IS ONE OF HENNESSY'S SOUTHERN PRODUCTS
AND AT \$2½ PER CASE IS THE BEST VALUE
IN THE HONGKONG MARKET.

A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841. [1632]

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central
NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month
by month. It is of Superb Quality and of
CUTLER, PALMER & CO.'S SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 28th July, 1897. [43]

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong. [42]
HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes.
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 1.30 p.m. Every quarter of an hour
1.30 p.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 5.30 p.m. Every quarter of an hour
5.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
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8.15 a.m. to 10.15 a.m. Every half hour
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Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from
9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREY & SONS,
General Managers.
Hongkong, 1st May 1900. [1033]

HOTELS
VICTORIA HOTEL.
SHAMHON-CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.
The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.
Excellent Cuisine and best Wines.
The Hotel's Boarding all Steamers on
their arrival and departure.
Telegraphic Address: "VICTORIA," Canton.
A. T. C. and F. C. used.
MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899. [14]

RAFFLES HOTEL.
SINGAPORE.

SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en
suite. Every Room with Private Bathroom
attached. Cuisine under two French Chefs.
CURRIES A SPECIALITY.
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIS BROTHERS.
Proprietors.
Hongkong, 16th August, 1900. [2219]

MANILA CIGARS.
ALWAYS ON HAND THE BEST MARKS
FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.
J. M. DE ZUNIGA,
No. 9, QUEEN'S ROAD CENTRAL
Entrance: ICE HOUSE STREET (New Victoria Hotel)

SUMMER DRINKS.
WATKINS' FRUIT SYRUP
WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND
REFRESHING BEVERAGE.
RASPBERRY. BANANA.
BLACKBERRY. STRAWBERRY.
LEMON. LEMON SQUASH.
PEACH. ORANGE.
PINEAPPLE. CHERRY &c. &c.

MANUFACTURED ONLY BY
WATKINS, LIMITED,
CHEMISTS AND AERATED WATER MANUFACTURERS.
66, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

BISMARCK & CO.,
27 & 28A, PRAYA CENTRAL.

**NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION AND COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS FOR THE GERMAN
AND FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENT'S at Port Arthur. [1215a]**

TRADE MARK
The Aquarius Co.'s
Table Water is made from
Pure Treble Distilled
Water only.
General Managers AQUARIUS CO.—
CALDBECK, MACGREGOR & CO.,
15, Queen's Road. [34a]

COTTAM & CO.,
HONGKONG HOTEL.
OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS AND SHOES, &c. &c. [35a]

**SMITH'S
"GLASGOW MIXTURE"
AND
"CUT NAVY"
TOBACCOS.**

COOLEST AND SWEETEST TOBACCOS MANUFACTURED.
IN 3 LB. TINS. \$1.10 AND \$1.25 PER TIN.

LANE, CRAWFORD & CO. [32a]

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN KODAK'S FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG. [390a]

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'S INVALIDS' PORT,
\$22.50 PER DOZ.
Distinguished by 4 Stars on the label.

DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$16.75 PER DOZ.

BENEDICTINE LIQUEUR—
D.O.M.,
\$39.75 PER DOZ.

THE ELITE OF WHISKY:—
THE "PALL MALL,"
\$20 PER DOZ.

11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.

C.P. & Co.'S OWN SPECIAL
BLENDED WHISKY,
\$10.75 PER DOZ.

Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS: THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [41a]

ROBINSON PIANO CO., LD.
SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.
AMERICAN, ENGLISH AND GERMAN.
EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.
ROBINSON PIANO CO., LD.

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [33a]

"THE LEADING HOUSE FOR GOOD VINTAGES."
By APPOINTMENT TO
H. M. THE QUEEN.
HATCH, MANSFIELD & CO., LD.
WINE MERCHANTS,
1, COCKSPUR ST. TRAFALGAR SQUARE, LONDON, S.W.

WE ONLY SELL Wines of GOOD VINTAGES. Light and low-priced Wines of all
descriptions a special feature.

THE AUTHENTICITY OF Wine and Spirit sold us is guaranteed independently by the best
known Growers or Distillers.

CHAMPAGNE
Perrier Jouet, 1893 (Monopoly for China)
Veuve Larille, 1899

HOCHS
Bodenheim, 1895
Nierstein, 1895
Liebfraunmich, 1899

MOSELLE
Berncastel, 1895
Sparkling Moselle, 1895

CLARET
Vin Ordinaire
Chateau Clos Grand Meys, 1893
Chateau Morin, 1893
Chateau Pichon Longueville, 1893
Chateau Mouton Rothschild, 1893
Chateau Durfort Margaux, 1893

SAUTERNE
Superior, 1895

LIQUEURS
Benedictine D.O.M.
Apricot Brandy, &c. per List
Apply to the undersigned for Calendar of Vintages and Price List. Immediate delivery will
be made of Single Bottles or Cases.

LINSTEAD & DAVIS,
AGENTS, HONGKONG.

BLATZ.

THE STAR MILWAUKEE BEER.

PER CASE OF 10 DOZ. PINTS \$25.00

SOLE AGENTS—
H. PRICE & CO.,
12, QUEEN'S ROAD.

CHAMPAGNE "MONOPOLE."

HEIDTSECK & CO., REIMS.

PURVEYORS TO
THE IMPERIAL AND ROYAL COURT at BEELIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressure. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICHALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent THOMAS SKINNER.
Superintendent ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Examining a specialty.
MCKIRBY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899. [2461a]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs net ex Factory.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 2nd July, 1900. [1696a]

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed
AGENTS, and are prepared to accept
orders for a variety of designs.
Particulars on application to—
WOODS & CO.,
4, Queen's Road Central.
Hongkong, 17th April, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 6, 6 and 7.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore GREATEST.

JOSEPH GILLOTT'S PENS.
The Only Award
Chicago, 1893
Numbers for use by Banks
Barrel Pens, 225, 226, 262
Slip Pens, 332, 309, 287, 104,
401, 7,000.
In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT, 1032,
2837

HOTELS
HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.

Cuisine of the best.
Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [144]

THE

PEAK HOTEL.

City Office: 7, Duddell Street. [1068]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [1025]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMIL-
IES, by the DAY, WEEK, or MONTH.
SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate. A. FONSECA,
Manager.
Hongkong, 1st December, 1899. [149]

"BOA VISTA" HOTEL,
MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.
MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HONGKONG" in 3 hours, leaving
Hongkong at 2 P.M. and Macao at 8 A.M.
Connection made by Company's Steamer to
and from Canton.
Tourists should not miss the chance of
visiting this famous old City.
For Terms, apply
J. H. CHESNEY,
Manager.
Telegraphic Address: "BOA VISTA." [1032]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.

THIS First class and well-fitted establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address: "HIXONKE." [1919]

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st Floor.



A. S. WATSON & CO.,
LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

- B—SUPERIOR PALE DRY,
Dinner Wine, Green Seal Capsule—\$10.80
- C—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00
- CC—SUPERIOR OLD DRY,
PALE NATURAL SHERRY,
Red Seal Capsule 12.00
- D—VERY SUPERIOR OLD
PALE DRY, choice old
Wine, White Seal Capsule 14.40
- E—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
BOTTLED)..... 20.40

B, C, and CC are excellent dinner Wines
and suitable for invalids and delicate
stomachs. D and E are after dinner Wines
of a very superior vintage. All are true
Xeres Wines.

Sample bottles and smaller quantities will
be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits
to be genuine when bought direct from us
in the Colony or from our authorised Agents
at the Coast Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and
address with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
be sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.

Telegraphic Address: PUNAS—A.B.C. Code.
P.O. Box 37. Telephone No. 12.

The Daily Press.

HONGKONG, August 31st, 1900

REFERRING to the capture of Peking by the
Allies the Hoppo of Canton a few days ago
telegraphed to some of his subordinates
that the embankments between Tientsin and
Peking had been cut, the country flooded,
the greater number of the allied troops
drowned, but that 1,000 or 2,000 (it does
not matter which) Americans had been per-
mitted to go to Peking and escort the Minis-
ters out of that city, as China was anxious
to treat all nations with equity! The in-
ference is, and it is understood in that
way by the recipients of the telegram, that
America having in the past had no trouble
with China, she is consequently the least
objectionable of the "foreign devils," and
so her troops were permitted access to the
sacred city. This story is as gravely ac-
cepted as it is told, and the task of attempt-
ing to bring home the actual situation to
such cast-iron ignorance and conceit—short
of knocking each individual man's house
about his ears—is well nigh hopeless.
There is one way, and one way only, in which
the Chinese officials can be made to feel
that the day has come when civilised powers
will decide the policy of the Empire which
they have so misgoverned, and that is—to
come to the point bluntly—by stopping their
pay. Slaughter their wretched soldiers,
knock their cities about their ears, insist on
Peking degrading them from office, and yet,
as experience has shown in the past, they
will continue to act as if nothing had hap-
pened. Out off or rather regulate their cash
supplies and you touch them in their vital
spot and bring home to their minds with
irresistible force the fact that they have got

to change their ways. Up to date, the only
nation that appears to have grasped this
elementary fact are the Russians, who as re-
ported from Newchwang have arranged for
the Imperial Maritime Customs to collect
revenue there as before, but that the sums
of money so collected are to be retained un-
til such time as a settlement is arrived at.
It is a drastic way of doing it, but the re-
sult of military occupation generally does
partake of that nature, and there is not the
slightest doubt that every official and *gamen*
langer-on who depended for his liveli-
hood on the contribution made from the re-
venue collected by the Customs will fully
appreciate, now that his supplies are cut off,
the fact that the Russians are in actual pos-
session of that part of China. It is not im-
possible that the fear of a similar control of
the Shanghai funds has induced the Yangtze
Viceroys to maintain the attitude of
neutrality which up to date they have wisely
adopted. But such action as that of Russia
at Newchwang can at the best only be a
temporary measure, called into existence by
the exigencies of the times; with the re-intro-
duction of settled government the problem of
an honest fiscal administration will call for
prompt treatment. In a word, financial
reorganization of the Empire is the task
the Powers must face. Given that, all else
will follow. Importation of the vast quan-
tities of arms which have served to encour-
age lawlessness, not to speak of the want
of funds, and because under an honest
Customs administration their importation
would be well nigh impossible. In this
connection it is a question well worth
the consideration of the Powers
whether, in the first place, a general dis-
armament throughout China should not be
insisted on; and, secondly, whether the
importation of munitions of war of all kinds
should not be prohibited entirely hencefor-
ward? The former would not be a difficult
task as far as the dismantling of forts, the
sale of warships and material, etc., belong-
ing to the Imperial or Provincial govern-
ments goes; the chief difficulty would be
with the people, the great bulk of whom,
and more especially in the southern pro-
vinces, possess arms. But even that could
be effected if sufficient firmness were shown.
The greatest delinquents in respect to the
trade in the arms are the various guilds or
societies who, under the pretence of arming
"trained bands" for local protection, obtain
large numbers of rifles and ammunition
under official sanction, and from their hands
these filter through to the various bands of
villagers who, quite content at ordinary
times to be such, are when the occasion
serves, also quite ready to take part in the
pirating of a vessel, the looting of a mission
station or the murder of a foreigner. Those
guilds could be called upon by the various
Viceroys to collect arms in their neighbour-
hood and deliver them up within a certain
time. The Powers would have to be ready
to insist on this by force if necessary, and
the penalty for carrying arms should be
made an extremely heavy one, with the
certainty of its infliction not only on the
individual but also on the whole town or
village concerned. We are inclined to think
the chances of, and, perhaps, the results
from, a general uprising throughout China
have been over-estimated, due largely to the
somewhat unexpected resistance offered by
the Chinese foreign-drilled troops to the
advance of the Allies on Peking; but, as
Admiral Lango lately pointed out, these
foreign-drilled troops are, at the most, not
in any great numbers; the backbone of their
resistance has been broken and the mere
rabble which constitute the balance of the
soldiery of China are not capable of
opposing for any length of time the force
which the Allies would be prepared to bring
against them. An order then from the
Central Government of China, backed by
the Allied fleet, would easily secure the
dismantling of the defences such as the
Bogue, the Woosung and Kiang Tin forts,
and that completed a force of from fifteen
to twenty thousand men prepared to move
to any part of China to insist on the
Central Authority being obeyed would be
sufficient to bring about a general disarm-
ament amongst the people. The nation at
large once disarmed, the introduction of
financial reform would be less opposed by
the scarcely veiled threats of the officials
that riots are sure to result from the in-
troduction of any such measures. But even
without disarmament the introduction of
financial reform is not such a difficult ques-
tion as it is commonly represented to be,
provided the Powers will take the matter
up in earnest. England might during the
past twenty years have accomplished a great
deal in this way had her efforts been inspired
by a settled and fixed policy; but to day it
is too late for her to think of acting alone,
notwithstanding the fact that her interests
vastly preponderate over those of all other
nationalities. She can, however, still take
the lead, and combining with those other
Powers whose policy is based on lines par-
allel to her own, secure the introduction of
the principles of free trade as against those
of protection; and not the least important
aid to the introduction of those principles is
the right already granted by the Chinese

Government to vessels of all nationalities to
navigate the internal waters on a footing
of equality. In this right the British Gov-
ernment possessed a lever capable of rais-
ing the weight of official obstruction and
corruption which strangles the trade of the
country, but, as unfortunately has always
been the case in the past, our Government
utterly failed to grasp the importance of the
opportunity thus presented to them. This
right of navigation pressed home, as it should
have been two years ago, may even yet be
made the means of extending British inter-
ests and the British sphere of influence, and
what of a necessity follows—free trade prin-
ciple. But before that can be done the attitude
of the Government towards our merchants
must be changed from that hitherto adopted;
an attitude which was exemplified by Lord
Salisbury's deliberate declaration of policy
and which the Shanghai correspondent of
the *Times* justly characterised as the old
policy of the repression of the British mer-
chant.

It is announced in Paris that Colonel Mar-
chand has applied for permission to proceed to
China.

During the 24 hours preceding noon yester-
day there were reported one fresh case of plague
and one death from the disease.

At the Magistracy yesterday Sanitary In-
specter L. C. Brett gave evidence against the
occupiers of eight houses for having cubicles on
their ground floors. Fines ranging from \$2 to
\$10 were imposed.

Yesterday afternoon Mr. G. P. Lamert
offered for sale by auction at his sale room in
Dundell Street, three lots of Crown Leasehold
property, situated at the rear of the premises
known as "Benfica." Lot 1, which contains
4,981.58 square feet, was purchased by Mr.
Alvarez for 90 cents per foot. Lot 2, which
contains 3,040.38 square feet, was bought by Mr.
Rustomjee for the same figure. Lot 3 was
withdrawn.

The *Indian Planter's Gazette*, in speaking of
the possible result of the trouble in China, sees
prospective good for the Indian tea industry.
The export of tea from China, both through
the ports and overland, is likely to suffer serious
derangement, and India's opportunity must be
quickly seized. The chance appears to have
come, adds the *Gazette*, for which we have been
waiting so long, of making another, and a
greater stride in the direction of opening out
fresh markets for what should be India's most
flourishing trade.

Of the fifty-five ships mobilised for the naval
manoeuvres this year, the *Adriatic*, *Cum-
berland* and *Jacur*, besides some others, are
specially fitted for wireless telegraphy, says the
Engineering, a journal generally well-informed
on naval matters connected with engineering.
The *Majestic*, states the same authority, has also
been fitted, and so, we hear, has the *Dagden*.
The system is not Marconi's, which the Ad-
miralty found too expensive, but a product of
the *Vernon*. The torpedo officers have charge
of the installation in each case. The manœuvres
this year were entirely of a wireless telegraphy
order.

There is every prospect that in the course of
time the Irish Guards will come into existence,
says a recent issue of the *Manchester Courier*.
The order creating them was issued on April
28, and since then there have been many in-
quiries by recruits as to when and where they
can enlist. Up to the present, however, the
Irish Guards consist of a few officers who have
been ordered to join them, whether they would
or no. The War Office are meanwhile devoting
their energies to a consideration of the badges
and buttons the men are to wear. When they
have decided on these, they will proceed with
the formation of the regiment. Unfortunately,
adds the *Courier*, it is quite possible that by
then the public will have forgotten the occasion
which called the regiment into existence.

There is promise of a lively controversy over
the future administration of that vast ac-
cumulation known as the Queen Anne Bounty
Fund, states the *Daily Mail*. An impres-
sion has got abroad that the small, joint
committee of both Houses of Parliament ap-
pointed to consider as to how the fund can
be more economically handled may report in
favour of amalgamating it with the fund
of the Ecclesiastical Commissioners. The
capital of the Queen Anne Bounty now ex-
ceeds £600,000, and opposition is being
organised to the idea of handing over a sum so
enormous from the control of a board mainly
of laymen to one on which bishops and clergymen
predominate. The Lord Mayor of London and
the Court of Aldermen, members of the existing
board, are taking the matter up, and it is not
unlikely that the Queen's counsel will follow suit.

A despatch from Brussels to the *London
Daily Express* states that after a protracted
hearing of the case brought by the Boer Gov-
ernment against the Selati Railway directors and
contractors, and arising out of the construction
of the line, the Correctional Court at Brussels
delivered its judgment in favour of the
Boer Executive. The Boer Government con-
tended that the railway cost more than the
amount agreed upon, and sought to recover the
money overcharged. The defendants, on the
other hand, alleged that the increased cost was
in consequence of the heavy bribes which had
to be paid to Kruger, Eloff, and other Boer
officials for the concession to construct the
railway. The two Oppenheims and the advo-
cate, M. Warnant, were each sentenced to a
year's imprisonment. The sentence passed
upon M. Terwaghe was six months' imprison-
ment, while the other defendants, M. Louis
Warnant and M. Bracconier were acquitted.

The contract to provide 208 guns and arm-
ament for eight Turkish ironclads has been
secured by Krupp against Armstrong.

About a hundred and fifty officers of the
British Army are expected to arrive in India
next month to fill existing vacancies in British
corps.

There is considerable uneasiness, says a home
paper, among the British public on account of
the excessive purchases of smokeless steam coal
by France and Russia.

The captain of the Russian transport *Vlad-
mir*, which arrived in Singapore last week,
reported picking up a ship's boat (white and
marked XH) just off Singapore.

Lord Lansdowne, Secretary of State for War,
has stated in the House of Lords that the Colo-
nials would receive the same war medals as
those granted to the regulars, and also a fair
proportion of honours and rewards.

The Admiralty Court have awarded £2,000
to the steamer *Benarich* for, when on her way
from Hongkong to Rangoon in February last,
rendering assistance to the steamer *Glenarthy*
which was aground in the Straits of Malacca.

Does Germany really contemplate becoming
the leading Power in the Far East, asks
Volkszeitung, a Viennese journal? If that be so,
and if the result be an enhancement of Ger-
many's prestige in Asia, the English will be
painfully affected, but they should nevertheless
bow to the inevitable.

The betrothal of Princess Alexandra, daugh-
ter of the Duke of Cumberland, to one of the
two sons of Prince Regent Albert, a society
journal announces, means a complete reconcilia-
tion between the Duke of Cumberland and the
Prussian Royal House, and the end of a family
feud which has lasted over thirty years.

Brigadier General William Ludlow, formerly
military attaché to the United States Embassy
in London, who was recently appointed Gov-
ernor at Havana, with his A. D. C. Lieut.
Halstead Dorey, have gone to Berlin, the for-
mer to study the German, French, and English
military systems.

The Marquis of Tweeddale, K.T., has re-
signed his position as chairman, and the
Boards of Directors of the Eastern Telegraph
and Eastern Extension, Australasia and China
Telegraph companies have elected as his suc-
cessor Sir John Wolfe Barry, K.C.B. The Mar-
quis of Tweeddale retains his seat as a director
on both Boards.

As the result of a consultation with Dr. Koch,
the eminent German physician, who has come
out East to prosecute certain enquiries, Dr.
Lawson left yesterday afternoon in the *Crown
of Aragon* for South Africa. He is suffer-
ing from an affection of the lungs, and has been
ordered to spend a few months in the neighbour-
hood of Kimberley.

At about half-past five on Wednesday night
a large kerosene junk, moored at the Standard
Oil Company's Wharf at West Point, caught
fire. The flames having got good hold, it was re-
cognised that it would be futile to attempt to
extinguish the fire. All that could be done was
to prevent any of the other shipping from be-
coming ignited. One of the police launches
accordingly towed the junk towards Capatmoon
Pass, where the fire burned itself out. The
scene presented was a magnificent one. Not
only the junk itself but the oil which had escap-
ed on to the surrounding water was ablaze.
Fortunately the wind was blowing outwards or
else it is more than probable that the fire would
have been spread and considerable damage done.
The injury to the junk was estimated at \$1,000
and to the kerosene at \$500.

The Panama rebellion is now at an end. The
last battle between the city folk and the Colum-
bian rebels was fought on the 25th July, and
was the fiercest ever fought on the Isthmus.
The Government troops, aided by every abso-
luted man in the city, manned the entrench-
ments. The rebels charged with all the fire of
the reckless Spanish-American soldiery, and
were met with splendid courage. Sometimes
the machine-guns and rifles fired point blank
muzzle to muzzle, so close and desperate was
the hand-to-hand struggle. Eleven times the in-
surgents charged, and eleven times they were re-
pulsed. The trenches were heaped with dead.
The peace treaty which was signed after the
battle grants amnesty to all the revolutionists
provided they give up arms, ammunition, and
ships. Officers are permitted to keep their
swords. The foreign adventurers are to be
banished in one week, and political prisoners
are to be released.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 30th August.

ALL NEWSPAPERS SUPPRESSED.

All the newspaper offices here are closed
to-day and their publication has been stopped
by order of the Chinese Authorities. This is
a penalty for publishing statements which they
ought not to have published. The measure is
also dictated, it is supposed, by the apprehension
that they might by their publication excite the
feelings of the public.

[From another source we hear that the sup-
pression is attributed to the fact that Canton
papers reproduced from the papers here the
report that the Japanese had succeeded in taking
prisoner the Chinese Emperor.]

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

Amoy, 30th August, 10.45 a.m.

THE TROUBLE AT AMOY.

H. M. S. *Isis* arrived here yesterday and
the Japanese cruiser *Tokushiki* came in this
morning. The exodus continues and half
the population of Amoy has left in panic.

DISASTROUS RESULT OF
JAPANESE ACTION.

The city is almost deserted, business is at
a standstill, and gangs of thieves are busy
at work. The Japanese action is directly
responsible for this state of affairs.

Amoy, 30th August, 3.25 p.m.

MARINES FROM "ISIS" LAND
AT AMOY.

At 2.30 p.m. to-day H.M.S. *Isis* landed
70 armed marines in the British Concession.
Messrs. Butterfield and Swire's godown is
serving them as barracks.

London, 29th August, 8.5 p.m.

AMERICANS PREPARE FOR
WINTER CAMPAIGN.

Preparations now being made at Wash-
ington point to a winter campaign in China.

A FRENCH SUGGESTION.

The *Temps* advocates an European guard
for Peking to be recruited from some neu-
tral nation like Switzerland.

M. PICHON'S DESPATCH.

M. Pichon in a graphic despatch to the
French Government gives the offensive re-
turns of the Boxers and Chinese regular
troops. It is feared that most quarters of
the city are in ruins.

THE WAR IN SOUTH
AFRICA.

London, 29th August, 8.5 p.m.

MACHADODORP SUCCESS
CONFIRMED.

The news of the British success at Mach-
adorp is confirmed. The guns, however,
are not mentioned.

GENERAL NEWS.

London, 29th August, 8.5 p.m.

MR. BAX-IRONSIDES
APPOINTMENT.

Mr. Bax-Ironside has been appointed
Secretary to the British Legation at Stock-
holm.

REUTER'S SERVICE.

London, 28th August.

THE WAR IN SOUTH AFRICA.

General Buller, south west of Delmuntla,
General Pole-Carew in the centre, and General
French, to the north of Belfast, were engaged
throughout Sunday. The enemy offered a stub-
born resistance, maintaining a hot fire from
three Long Toms and many other guns. The
country is difficult. The troops bivouacked at
dark where they were.

General French repulsed the Boers' extreme
left on Sunday; the Guards who occupied a
ridge which enfiladed the position behaved
splendidly. The firing continued till sunset,
when Lord Roberts visited the field.

Commandant De Wet has appeared in the
neighbourhood of Heilbron, and three small
commandoes are in the vicinity of Senekal and
Bethlehem. The Boer raids in Natal are in-
creasing in daring, the objective being the rail-
way, and the Volunteers at Dundee are en-
trenched, anticipating a rush.

General Bruce Hamilton has repulsed the
Boers at Winsburg with considerable loss, cap-
turing Commandant Olivier and his three sons.
The railway between Johannesburg and
Krugersdorp is out.

THE ADMIRALTY AND THE COAL
SUPPLY.

The Admiralty has held a conference with
the coal-owners at Cardiff, and it is understood
that they are negotiating for the purchase of
cargoes afloat, to replenish the coal depots
abroad.

LATER.

THE SOUTH AFRICAN WAR—
BRITISH SUCCESS.

General Buller was decidedly successful yester-
day, capturing a very strong position. The
battle continues.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport *Formosa* left for Taku yester-
day with troops for the north.
The transport *Malacca* started yesterday on
her return journey to Calcutta.
The German squadron now in the harbour
leaves for the north to-day.

THE ROMAN CATHOLIC REFUGEES

FROM YUNNAN.

Four French priests and a number of followers
arrived yesterday, says the Blaine correspondent
of the *Rangoon Gazette*, writing under date the
10th inst. They were escorted from Talifu to
Nampuang by 20 armed soldiers. They were
26 days on the road, and suffered much from
the heat, wind and rain; but strange to say
they are all looking remarkably well except
their elder or bishop, an elderly gentleman, who
is very much reduced. It was through the
kindness of the military officers at Tali that
they obtained their pass and escort of troops.
They report the country unsettled and trade at
a standstill. They met with no opposition or
insults until they came near the frontier, where
they would have had some trouble had it not
been for Mr. Hobson. They state that the
China Inland missionaries will doubtless at-
tempt to reach Shanghai, while their fellow-
priests in Southern Yunnan will move south.
A leading Chinese merchant when asked what
he thought of the state of affairs in China said
the "Old Empress" is a bad woman. When
asked why the white people in Burma did not
turn upon the Chinese, kill and take their prop-
erty, he replied, "You have a God, you have
law."

MISCELLANEOUS.

News has been received, says a Simla des-
patch dated the 10th inst., that 4,000 Lo-
o-oo rifles have been shipped in the P. and
O. steamer *Egypt* which left London on August
2nd. Another 6,000 were sent a week later.

According to a telegram from Alhahad
bearing date the 10th inst., the question of
recalling the Staff Corps officers from leave in
England is again under consideration, as the de-
mand for extra regimental officers for the
Third and Fourth Brigades has to be met. The
Pioneer says it would seem advisable to take this
step forthwith.

A rough estimate of the cost of the China
Contingent, prepared on the 30th ultimo, i.e.,
before the mobilisation of the 3rd and 4th
Brigades, places the initial expenditure at
£500,000, the whole of which at present
falls on the Indian Government. This in-
cludes hospital ship and Marine charges for
the transport of the First Division and Cavalry
Brigade to China. Recurring charges for pay,
rations, furlough and miscellaneous outlay are
placed at £20,000 monthly.

Capt. Williams officiating Cantonment Ma-
gistrate at Rangoon rejoins his regiment, the
6th B. B., which is under orders for China, on
relief by Capt. Ormiston.

The Russian Government is buying large
quantities of coal in the United States for ship-
ment to Port Arthur.

According to the *New Zealand Times* the
Admiral at Wellington has arranged for the
China fleet to be supplied partly with coal from
that port.

What amounts to an acknowledgment of
the failure of the Trans-Siberian railway as
a means of military transport is the fact that
a whole Russian Army Corps which has been
mobilised at Odessa for transport to Taku is
to be conveyed to China by steamers of the
Volunteer Fleet.

By the last French mail we learn that the
Belgian Volunteers' scheme for organising a
Belgian Volunteer Expedition to China has
not with enthusiastic approval by the House of
Representatives. The *Petit Bleu*, a Brussels
journal, states that a high personage has con-
tributed three million francs (£120,000) to-
wards the necessary funds of the Expedition.
Enlistment was proceeding briskly when the
mail left, and M. de Fovereun speaking in
the House on the subject said that if the
Belgian residents of Shanghai were threatened,
they would receive the hospitality of the Dutch
warships.

Mail advices from London, dated the 11th inst.,
state, among other things, that the German
Emperor has ordered the despatch of 5,000 more
troops for China.

A despatch to the *Indian Daily News* from
Odessa, dated the 10th inst., states that 50,000
more troops are going from European Russia
to China to protect the Siberian frontier.

ARMS REGULATION AT MACAO.

IMPORTANT TO HONGKONG SPORTSMEN.

We are requested to publish the following
letter, which has been received by the Colonial
Secretary:—

H.B.M.'s Vice-Consulate,

Macao, 28th August.

Sir,—I have the honour to inform you that I
have to-day received a despatch from the
Colonial Secretary here enclosing the *Boletim
Official* marked, which I now forward you at his
request. By this you will perceive the import
and export of Arms and Ammunition as regards
the Colony of Macao is strictly forbidden. The
Colonial Secretary in his letter further goes on
to draw attention to the effect this may have on
Hongkong sportsmen landing and going out of
Macao to shoot in Chinese territory. This is
strictly forbidden, as it is forbidden for anyone
residing in this colony to go out of it in the
possession of arms, the country beyond the
borderland being considered unsafe just now.

For my own part I should wish you to make
it known to intending shooting parties in Hong-
kong that, should they desire to go shooting in
Chinese territory in the vicinity of Macao by
evading Macao and Macao Waters, they should
provide themselves with passports from the
Canton Consulate, through whom redress and
assistance will have to be obtained in the event
of any trouble to them arising. I have, etc.,
(84) F. OUGLEY SEATON,
Vice-Consul.

The Honourable the Colonial Secretary, Hong-
kong.

HONGKONG SANITARY BOARD.

Yesterday afternoon the usual fortnightly meeting of the Hongkong Sanitary Board was held. Dr. Bell (Vice-President), President, and Acting Principal Medical Officer, present, and there were also present Mr. Looker (Acting Director of Public Works), Dr. Hartigan, Dr. Clark (Medical Officer of Health), Mr. J. McKie, Mr. E. Osborne, Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

THE LATE LIEUT. COL. RYAN, R. A. M. C.

The Vice-President said that before proceeding with the order of the day he wished to bring forward a resolution of regret at the loss which had sustained by the death of one of their members. Since the Board met last Colonel Ryan, R. A. M. C., had succumbed to an attack of pneumonia. As they all knew Colonel Ryan took a great interest in Sanitary matters in Hongkong. He was a prominent member of the Board, and the Board would miss him in Hongkong. He was a prominent member of the Board, and the Board would miss him in Hongkong. He was a prominent member of the Board, and the Board would miss him in Hongkong.

Dr. Hartigan said he had deep regret in seconding. Colonel Ryan took a very great interest in everything which went on there, and at the time of his death was actually preparing a scheme for the better bathing with plague in the colony. He was a man of very distinguished service in the army, and there was one thing which he did of which he believed none of the members were aware—it had certainly not appeared in the papers—and which he thought deserved the highest recognition. When stationed in Cote he got into the hands of some of the Indian servants that an attack by Bashi Basha was being contemplated on the hospital. He applied to the General in command for a guard to defend the hospital. His application was refused, and he said at once, "I am not going to see my men slaughtered," and as he was entitled to—he applied for rifles. The man who was hardly able to get out of bed held rifles at the windows, whilst others who were stronger held them outside. The attack came on and was repulsed. He got this attack on the Colonel himself, because he never boasted, but from the officers of the Garrison who were aware of the circumstances. The Colonel was never even thanked for his work. The whole report was burned. Instead of his getting the Distinction Service Order, as he undoubtedly should have done, he got nothing. Their small mark of recognition would show that they had done what they could in a small way in recognition of his services.

The proposition was carried.

THE PROPOSED DAILY BYE-LAWS.

The proposed Dairy Bye-laws submitted at the previous meeting were again laid before the Board.

The Bye-laws were gone through, each one being considered separately. Several alterations were decided upon, and it was decided to publish them before they are submitted to the law officers of the Crown and to supply the dairy keepers with copies of the bye-laws.

THE INSPECTOR'S QUARTERS AT KENNEDY TOWN.

Dr. HARTIGAN said he rose to a point of order to request the Chairman to take out of the list of confidential business "No. 4—the letter from the Colonial Veterinary Surgeon re the Inspectors' quarters at Kennedy town." He had spoken to two of the unofficial members and they agreed with him that it would be much better to discuss the matter in public.

Mr. McKie seconded, and Mr. OSBORNE supported, and the motion was carried.

The papers relating to the matter were then submitted.

Dr. HARTIGAN moved that the Government be requested to provide suitable quarters for the Inspector at the Cattle Depot, the house at Kennedy town now occupied by him, being most unhealthy and in its present condition unfit for human habitation. This matter had been under discussion for some two or three years and yet the Government had done nothing. Every man who had lived in this particular house had been ill. Inspector Watson, when he left and went to the markets, was not fit for 18 months, but when he returned he was taken ill and was at present in hospital with fever. It was perfectly impossible for a man in the Inspector's position to do his work satisfactorily if he was ill every day. The place was actually saturated with malarial. It was most important that the man should be thoroughly well up in his work and thoroughly well able to do it. As to the state of the place, he was down there the previous day and made a careful examination. The house was built right in the angle of the hill. It had got a bank on three sides and the fourth side was facing a valley through which no air came. In fact the only air got was practically poisonous air from a little stream in the valley, and the breeze from the sea was cut off from the house.

The Vice-President thought it would be better to have a definite suggestion to make. He thought there was no question that the man suffered from malaria, but he thought it would be better if he were to move a resolution that a small committee of the board, composed chiefly of medical men, should be asked to look into the matter, and if they found anything about malarial sites.

Mr. McKie—I rise to a point of order, sir. We do know a little bit about malarial sites.

The Vice-President—Thank you, perhaps you do, but I think it would be better to have a small committee; perhaps Mr. McKie would be on. The Inspector must live down there, and it would be very much better to go down there, make an inspection, and bring a definite proposition before the Government. Putting on another story is no good. At any rate I think—

Dr. HARTIGAN—I have not proposed another story. I purposely left that out. I left it an open question.

The Vice-President—Your motion is to provide suitable quarters?

Dr. HARTIGAN—Simply to provide suitable quarters.

The Vice-President—Very well, I am out of order.

Mr. McKie, in seconding Dr. Hartigan's motion, said he would not let his boy or Chinese servants live in the house occupied by Inspector Watson. It was not nearly so well ventilated as the sheds in which the cattle were housed.

Mr. OSBORNE strongly supported the motion.

Mr. LOOKER agreed with the Vice-President that it would be better to have some definite proposal to present to the Government, and ultimately the motion was carried.

It was to the effect that Dr. Hartigan, Mr. McKie, and Dr. Clark be appointed a committee to go down to Kennedy town and look round and pick a site and recommend it to Government.

THE CLOSING OF THE TUNG WA BRANCH PLAGUE HOSPITAL.

The following letter, dated August 28th, from the Tung Wa Hospital directors to the Acting Colonial Secretary, was submitted:—

"It will be exactly three months on the 12th instant since the malarial cases at Kennedy town were opened to receive plague patients, and the expenses up to date amount to about \$4,500, in-

cluding the cost of repairs. During these three months there have been admitted altogether 219 patients, of whom 18 were cured and 196 died, leaving five still under treatment, and all these five are convalescent and can be discharged soon. As the plague has now almost entirely disappeared and in view of the expenses being so heavy, I shall feel greatly obliged if you will kindly let me know whether the malarial cases should be closed before the fourth month commences."

APPLICATION FOR THE RETENTION OF A TROUGH WATER-CLOSET.

An application was submitted for the retention of a trough water-closet of five seats at the Military East Block of married quarters.

The following minutes were appended:—

Mr. McKie—"I agree with the views expressed by Dr. Hartigan."

Dr. Hartigan—"Will the military make their own arrangements for water for flushing purposes? There is plenty running to waste in the malarial. I object to any further drain on the filtered town-water supply."

Mr. Chan A Fook—"I agree with Dr. Hartigan that no filtered water should be used for this purpose."

Dr. Clark—"I agree with Dr. Hartigan."

Dr. Bell—"Application should be granted."

The Hon. R. D. Ormsby—"I am not in a position to grant it; 60 gallons of water only asked for, a mere drop in the ocean as compared with our supply and consumption."

On the motion of Dr. HARTIGAN, seconded by Dr. Clark, the application was granted on condition that the military authorities made their own arrangements as to water.

At this point Dr. Bell vacated the chair, having an important engagement to attend to, and Mr. Clark was voted to the vacant seat.

ON MILK SUPPLY.

Mr. T. J. Wild, Acting Government Analyst, submitted the following analysis of a sample of milk collected and delivered on the 11th August by Chief Inspector Dandy from 6, Cochrane Street:—

"The composition of the milk is as follows: Solids not fat 8.55 parts, fat 4.20, water 86.25—100.00. Total solid matter in 100 parts by weight 13.25 parts, ash in 100 parts by weight .045, specific gravity at 15.5 per cent 1.030. Lactic acid, salicylic acid, formalin and cane sugar absent. I am of opinion that this is a sample of genuine milk."

Mr. McKie—"When was an analysis last made on Dairy Farm Co. or Kennedy's milk?"

Dr. Clark—"In reply to Mr. McKie, samples from both of the above dairies were sent to the Government Analyst on the 2nd inst. Reports not yet received."

Mr. T. J. Wild, Acting Government Analyst, submitted the following analysis of a sample of milk collected and delivered by Chief Inspector Dandy from the Dairy Farm Company at their premises in Wyndham Street, on the 23rd August:—

"The composition of the milk is as follows: Solids not fat 8.85 parts, fat 3.50 parts, water 87.65—100.00. Total solid matter in 100 parts by weight 12.35 parts, ash in 100 parts by weight .045, specific gravity at 15.5 per cent 1.030. Milk preservatives absent. I am of opinion from the above result that this is a sample of genuine milk."

Mr. McKie—"Water 87 per cent, very thirsty cows."

Dr. Clark—"There is something curious in the report of this analysis. The specific gravity is 1.030, and yet the water percentage is high, i.e., 87.65 against 86 per cent. It may be accounted for by deficiency of fatty matter, 3.5, against 4.20 normal. It is a poor milk. The specific gravity in Hongkong milk is usually higher than normal. Another sample might be taken later on."

Mr. Fung Wa Chuen—"87 per cent water. Retaliation!"

Dr. Clark—"Average country fed milk has 88 per cent. of water and town-fed milk has 86 per cent. so that this milk is of normal quality."

Mr. Baddeley—"If 86 is normal I hardly see how 87.65 can be called ridiculous."

THE PLAGUE IN AMOY.

The following letter, dated June 9th, from H. B. M. Consul at Amoy, to the Acting Colonial Secretary was submitted:—

"On the 5th inst. I had the honour to send you the following telegram in cipher: 'Plague exists Amoy and vicinity, not yet epidemic. Please notify Commodore.' While I thought it my duty to advise you as above, I am glad to be able to report that the plague in this district is far less prevalent and of a milder type than last year at a corresponding date."

The following minutes were appended:—

Dr. Hartigan—"The letter is extremely vague; are no facts or statistics obtainable?"

Dr. Clark—"The outbreak is soon over. What is the use of asking for further particulars? And as to statistics I know they are unobtainable, as Amoy is a Chinese city."

Dr. Bell—"I think it would be as well to ask for a medical report if it is obtainable. The present statement is vague and the epidemic might be anything."

THE FORTNIGHTLY LIME-WASHING RETURN.

Chief Inspector Dandy's fortnightly lime-washing return showed that since the previous report 387 houses had been lime-washed in the Eastern district, none in the Central district and three in the Western district.

APPLICATIONS FOR EXEMPTION.

The following application from Messrs. Donson and Ram, architects, was submitted:—

"We beg to apply for exemption from notices to open up backyards as regards 45, Jervois Street, and 4, Bird Street. The two houses are used as one and together are about 67 feet deep facing Jervois Street (40 ft. street), and backing into Bird Street (20 ft.) and having a central winding stair with well-hole and landing in roof; are thoroughly lit and ventilated. New houses could be built under Sec. 8 sub-section 4 of 1899 exactly similar to these, and it seems therefore only reasonable that these should be allowed to stand."

Dr. Hartigan—"I should like some explanation of last paragraph in letter of application before deciding."

Mr. McKie—"Same view as Dr. Hartigan."

Dr. Clark—"Will be explained at meeting."

Mr. Baddeley—"Consider at next meeting."

YOU MUST STOP COUGHING.

The best way to cure Chronic Coughs, Bronchitis, and Chest-Colds is to apply Little's Oriental Balm. Rubbed well into the chest and back, it penetrates immediately to the inflamed parts. The tickling in the throat ceases; the spasm weakens; the cough disappears. It often cures when nothing else will. Could anybody afford to be without it in the house all the time?

Mr. N. Lowe, of James Street, Blackburn, says:—I was worn out almost to the grave with a hacking cough that all the remedies and the doctors failed to relieve. It was cured with one bottle of Little's Oriental Balm. It shall be my doctor through life.

Sold at 1s. 1 per bottle. Agents for Hongkong—THIS VICTORIA DISPENSARY, 11 D.

The Hon. R. D. Ormsby—"I don't understand last paragraph of application."

The application was refused.

The following application from Messrs. Palmer and Turner, architects, was submitted:—

"On behalf of the owners of No. 342, Des Voeux Road (late No. 176, Praya W.) we would ask for exemption from opening up a yard. The house is a corner one, and is well lighted by three windows on the side street (Eastern Street) and the kitchen has windows on each floor opening into the street." Mr. McKie, Dr. Hartigan, Mr. Chan A Fook, Mr. Fung Wa Chuen, Mr. Osborne, and Mr. Baddeley—"I exempt."

The Hon. R. D. Ormsby, "I exempt."

The Hon. R. D. Ormsby, "I exempt."

The Hon. R. D. Ormsby, "I exempt."

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THE WRECK OF THE "PUTAMI MARU."

CAPT. CLARKE'S ACCOUNT.

Capt. W. E. Clarke, who is very well known in Hongkong, has favoured us with the following full account of the wreck of the *Putami Maru*, on which he and his wife were passengers:—

The Japanese Mail Line steamer *Putami Maru*, due to arrive at Manila on the 18th and here on the 22nd, was wrecked at midnight of the 17th off Cape Calavite, western part of Mindoro Island, one of the Philippine group.

All the passengers, mails and specie, part of Officers and Crew were rescued by the Eastern Australian Co.'s S.S. *Australian* and brought on to Hongkong, arriving yesterday.

On the night of the 17th the weather was slightly from S.W., much rain and vivid lightning, and there must have been a very heavy sea from S.W. to have brought our good ship so close to this danger.

Thom is a very prudent and careful navigator who would not knowingly take any chances. Just before midnight the ship struck bottom. I knew the sound too well, and at once left the cabin and gave the alarm to the passengers in adjoining berths and told my wife to dress herself as soon as possible and get on deck. I then jumped on deck, and saw through the mist the land on our starboard bow. The roar of the sea breaking away on the port bow and the rolling surf-seas were terrifying in the extreme. The ship was there rising to the heavy sea and falling, bumping with a shock of earthquake force, and then listing to port. The heavy seas would strike the bow and port side with great force, falling on board with fearful violence.

Thinking the heavy sea might lift her over the reef and perhaps into deeper water, I went on the bridge and suggested to the Captain to let go both anchors in order to bring her head on to the sea, as she would certainly drift closer in shore. One was let go and in about two hours she sailed round about four points, which brought the sea more ahead and she lay more easily.

During this time the best kind of discipline was observed. The saloon passengers were on deck with life belts on. All the 2nd class and steerage passengers were brought under the shelter of the saloon and the 1st class passengers were brought under the shelter of the 2nd class. The sailors and servants also, but after the worst came from the captain that there was no immediate danger these were more or less discarded excepting by the Chinese passengers. The wind and sea seemed to increase with the rising tide and she began to work by heavily. At about 2 a.m. the starboard boats were swung out and lowered to the rail ready for use when required. I do not think it would have been possible to have lowered the port side boats. These were afterwards washed away during the next night.

The face of the carpenter as he passed along sounding the bells began to look white and long, so I soon ascertained that she was making water with life belts. For the heavy list rapidly, which accounted for the heavy list, the port cabins were flooded, as some of the glass ports were broken by the heavy waves.

Provisions and water were brought up for the boats. My only dread was that it might have to leave before daylight, for the night and darkness seemed to have no end, and my eyes could not pierce the blackness to see where we could safely go with the boats for shelter or a landing place. To have had to jump for it I fear, there would have been an awful loss of life, as the surf backward was very strong. At this time when I feared the worst a servant brought some biscuits round, and in trying to eat one I made my first successful moulding a brick—it would not go down. The heat too had truly awful effects on deck and to venture down below was worse than going into

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LARGE STOCKS EVERY DESCRIPTION
OF COAL
Address—Care of Messrs. KWONG SANG & Co.
No. 144, DES VOEUX ROAD. [22]

THE BRITISH CAVALRY IN
SOUTH AFRICA.

An occasional correspondent of the Times
writes from Cape Town:—

With the exception of one weekly journal,
whose correspondent showed such complete igno-
rance of the abnormal conditions under which our
cavalry served in South Africa that his adverse
opinions and criticisms merely brought ridicule
on himself, operations of the British cavalry in
the South African war have been done full jus-
tice to in the Press; and, moreover, by the
Commander-in-Chief in South Africa unstinted
praise has been bestowed on this branch of
the service. We are gratified by the com-
mendations of the Press of our country, we
are elated at the praise of our Commander-in-
Chief, and we are thereby certified of the value
and undoubted success of the branch of the
service that we love. (I am alluding solely
to cavalry operations on the frontier of Cape
Colony and in the Free State; I know nothing
of these in Natal, which country is about as
suitable as Switzerland for the operations of
cavalry.) Nevertheless, in spite of the praise
showered on us, I am quite prepared to admit
that our cavalry is very far from being perfect,
and I consider that any man of ordinary in-
telligence who has taken part in the Kimberley
relief march, the operations at Paardeberg, and
the subsequent march to Bloemfontein, could
suggest many important, I might say neces-
sary, changes. I contend that as our material
in men and horses is by far the best in the
world, so our cavalry is *fuerle princeps*—but
do we make the best use of the splendid material
at our command? No, certainly we do not;
and I maintain that our cavalry ought to be,
could be, made in efficiency.

Let us take the blackest spot first and see
what can be done to eliminate it. This is,
undoubtedly, the ridiculous weight that our
horses have to carry. It is an impossible
weight. All cavalry officers who have been
brought up—as cavalry officers should be—in
the hunting field, where they learn a very valu-
able part of cavalry soldiering by the same
methods that ducks learn to swim (and this part
of the science it is almost impossible to learn
later on) is the reason why some of our
cavalry commanders, otherwise able, fail some-
what as horse-masters. I have recognized this for
some time, and it is thrust on their notice in
the most unpleasant way possible in a campaign
like the present one. Think of it, that a light-
weight horse should have at least 18st. put
on his back, and after being piled up with
this impossible weight must (if our cavalry
is to be efficient) satisfy the following require-
ments. He must be able to march for many
days consecutively at least 20 miles a day—30
would be nearer the mark; he may then be called
upon at any time, possibly at the end of a long
day, to gallop two miles and charge, and then
with his 18st. on his back take part in a pursuit
in which the problem to be solved is how to
catch a fleeing enemy on comparatively fresh
horses riding 4st. or 5st. lighter. Is not this
the *reductio ad absurdum*, and yet this is what
our cavalry must do to give their full value?
And why is it that our cavalry horses are
crushed down with this ridiculous and unneces-
sary weight? Simply because none of our
authorities have brought their ability and in-
telligence to bear on this the most important and
difficult problem connected with cavalry soldier-
ing. When I say difficult, the difficulty lies in
reducing the weight to rational dimensions, for
there is no difficulty whatever in reducing the
weight considerably, though there might be a
little extra expense incurred. But to any
expert or to a committee on the subject the
following problem—"Can you possibly reduce
the weight of the saddle, the carbine, the sword,
the lance, the bit and head-piece, the men's
clothes and capes?" The answer would be in
every case "Yes." In fact, the only thing one
cannot reduce is the weight of the rider; but
after all these had been reduced to a minimum
the weight would still be an impossible one.
What is to be done then? I have mentioned a
rational weight, and you will ask me what I
call rational—from 13st. 7lb. to 14st. Then you
will say, how is it possible to solve this problem,
seeing that if one could reduce the actual weight
of arms and equipment by 2st. (which would be
the most one could hope for) it would still leave
our horses burdened with 26st. over the
"rational" weight. Manifestly the solution is
that this 26st. must be carried elsewhere than on
the horse. I feel sure that the majority are
with me as far as I have gone, that these crush-
ing weights must somehow or another be taken
off our troop-horses' backs; but how they should
be carried requires careful thought and working
out by an expert or, better still, by a committee
of experts.

May I, however, be allowed to offer the sug-
gestion that light carts, one per field troop—
that is, four per squadron—might be added to
the establishment for this purpose? These
carts would, I think, be best drawn by mules
and should accompany their squadrons in the
field wherever they go, whether with the main
body of cavalry or on outpost or other duty. I
have no doubt that someone of inventive genius
could construct a cart which, when emptied,
could be turned into a field kitchen or some
equally useful machine. Limit the men's kit to
be carried in these carts to, say, 28lb. weight,
then each cart would have to carry 30cwt. for
one field troop of 120 men. I know there are
disadvantages to this, but the saving in horse-
flesh in sore backs alone would pay the extra cost
many times over in one month of campaigning.
There may be other and better ways of carry-
ing the kits then this. This is only one
that suggests itself to me. The conditions
that should be satisfied in carrying the kit
otherwise than on the horses are that they must
be able to be got at any moment they are re-
quired, they should be kept dry, and every man
in the troop should know where his kit is, and
be able to get it without disturbing the rest.
With a cart none of these requirements would

be very difficult to deal with. In considering,
therefore, how the weight can be reduced from
18st. to 14st., we should begin with this item—
weight of kit to be carried elsewhere than on
the horse, 2st. Then the problem would begin
to solve itself, for the saddle, having much less
to support, could be reduced enormously in
weight. It now weighs the absurd burden of
28lb.; I am told that the American cavalry
saddle weighs considerably less than 14lb.
Have you ever taken up in your hand a cavalry
bit and bridle and head collar, reins, &c.?
It is a marvel how a horse can carry
his head with it all. Away with it, it can and
must be reduced, say, 25 per cent. The lance
weighs up to 5lb., making it a too heavy weapon
for any but a very strong man to use effectively,
and this weight is useless. Take 3lb. off it.
Look at the cavalryman's sword, heavy and
clumsy throughout, with a needlessly heavy steel
scabbard, which is not only unnecessary but
spoils the edge of the blade when sharpened.
Let us return to the old leather scabbards with
steel shoes and rings. Lee-Metford carbine,
very heavy; if a magazine carbine is necessary
for cavalry, which is open to question, still the
weight can be reduced.

No doubt all this means increased expenditure
for finer material, but if it could save the whole-
sale waste of horseflesh on service it would be
true economy. One squadron of lancers had
more than 400 horses through their ranks up to
the end of April in this campaign, and these
were not by any means all killed by the enemy.
Another squadron of dragoons I saw, which
only had seven horses left fit for duty, and these
are not exceptional cases. But I am wandering
somewhat from my subject. We have got rid
of 2st., to be carried elsewhere than on the horse
and have reduced all the items of equipment to
their minimum. Let us see what must be car-
ried on the horse. The soldier and his
clothing, handkerchief with 150 rounds, water-
bottle, and haversack. Do away with his cloak
and cape on service. The Indian regiments in
South Africa wear a garment called officially
"the coat worn British" made of khaki serge,
thick, with a dannel lining and pockets, much
lighter and less cumbersome than the cloak.
This rolled in the waterproof sheet, carried as
either a front or rear pack, preferably the latter,
is all the kit that should be required. Nose-bag
with one feed, or even that might be in the cart
(in a very dry and hot country the chugal for
water might be carried), lance, sword, and
carbine. I think the wallets might then be done
away with, the men would ride much better and
more comfortably without them (for our
cavalrymen would be far better horsemen
than they are if wallets had never been
invented), and the absence of straps
and buckles would be a great advantage, the
haversack would carry all that was necessary;
in this case the coat and waterproof sheet must,
of course, be carried as a rear pack. Every-
thing else should be carried in the cart—horse-
shoes, blankets, built-up rope (or one long rope
for the troop), and any change of clothing that
is absolutely necessary. There is a great deal
more to be said on this subject, but I hope I
have written enough to give your readers food
for reflecting whether some trouble and possibly
expense should not be devoted to reducing the
weight carried by our troop horses on active
service. From time to time it has been hinted
to me that our cavalry soldier does not take
sufficient care of his horse on service. I be-
lieve this insinuation arises from the excessive
mortality amongst horses during the war, and
one of your contemporaries even attributed it
to what he was pleased to call "the peace
traditions of the British cavalry." I think if
this writer were to study the Army List and
note the honours won by the British horse he
would be ashamed into withdrawing this offen-
sively silly paragraph. But alas! how many
writers on military subjects nowadays are grossly
ignorant of all military matters? I pro-
pose, therefore, in my next article to show that
this libel on the British cavalry soldier has no
foundation in fact, and at the same time to
explain the reasons for this equine mortality.

TWO SORTS OF FATIGUE.

To be tired is nothing. The bodily powers
are more or less exhausted for the time being.
No harm is done. The sources of strength are
not impaired. Food and rest will set things to
rights. We shall sleep all the better for having
come home under the scorching influence of
fatigue. It is nature's narcotic, leaving no
headaches or bowed-down brains behind it. It is
the highest licence to knock off work; it is an
order for to-morrow's supply of vigour. The
man who has never tired with honest labour has
missed one of life's luxuries.

But the thing this woman talks of is very
different. Rest does not relieve it; the cheer-
fulness and refreshment of the evening meal cannot
be used as an antidote to it; it is a sort of weak-
ness which neither welcomes the darkness nor
has hope in the dawn.

"Even since I was a girl of twelve years of
age," she says, "I have been weak and ailing.
I had no strength or energy, and was always low
and languid. I had a poor appetite, and the
little food I took gave me great pain at the chest
and through to my back."

"My skin was yellow, and I had a constant
pain at my right side. From time to time I
was taken with spasms, and for hours was racked
with pain. I lost much sleep, and had often to
sit up in bed. I had a gnawing pain at the sink-
ing in the stomach which made me feel as if I
had no strength left."

"In this low state I continued for years, being
sometimes better and again worse, but never
free from pain. I got so extremely weak that I
often thought I should never live."

"In March, 1893, my mother-in-law told me
about Mother Seigel's Curative Syrup, and how
it had done her good. I got a little from Mr.
F. Hudson, chemist, Ecclestone, and when I had
taken it a short time I found great benefit. My
food agreed with me and I felt stronger. I kept
on taking it, and soon was better than I had
been for years."

"Since then I have kept the medicine in the
house, and whenever I feel anything of my old
complaint it never fails to ease me. I am now
in good health, for which I thank Mother
Seigel's Syrup. You can make what use you
like of this statement. (Signed) Mrs. Esther
L. Palin, Cotes Heath Bank, Standen, near
Creve, Nov. 1st, 1895."

Mr. Frank T. Hudson, the chemist whom Mrs.
Palin names, informs us that he has known her
for some years, and vouches for the accuracy
of her statement.

In the absence of definite information we can
do no more than speculate as to the original
cause of this lady having become, at so early an
age, a victim of indigestion. The unhappy
fact, however, is that there are multitudes of
children, usually girls, who suffer in the same
way. They are anemic, pale, weak, low-spirited,
short of breath, and generally incapable. Every
doctor comes across them in his practice, and
plenty of trouble and worry he has in trying—
commonly with poor success—to cure them.
The fundamental defect with these young people
is a congenitally bad digestion. The stomach is
flat, weak, cold, and torpid; hence food does not
nourish, and all the symptoms and results of
non-nutrition follow, as described by Mrs. Palin.
The patient may die—helpless to resist—of some
acute disease like pneumonia or quick consump-
tion, or linger along for many years, as she did,
bearing a load of illness and pain that is pitiable
to see.

In these cases Mother Seigel's Syrup has
made a record of cures, even in advanced life,
which stamp it as a genuine remedy. It goes to
the root of the trouble, the incompetent stomach
and liver, stimulates them to normal action, and
thus ensures a radical recovery. Despite their
dismal past many a woman having used the
Syrup, says with Mrs. Palin, "I am now in
good health."

MANILA CIGARS.

WANTED by a Manila Cigar Factory
AGENTS in Hongkong, Singapore
and Shanghai.

Favourable conditions.
References required.
Offers under "M. W." to be directed to—
"EL COMERCIO" OFFICE,
MANILA.
Hongkong, 30th August, 1900. [2410]

FOR SALE:

In addition to the BLICK-
ENDERFER TYPE-
WRITER, We Manufacture
a complete line of DESKS,
roll and flat top, TYPE-
WRITER CABINETS,
OFFICE TABLES AND
FURNITURE. SUSPEN-
SION Letter Document,
and Catalogue FILES, CARD
INDEX CABINETS, and
any article used in an Office
or Library.

We cordially invite Mer-
chants and others to send for
our complete Catalogue. Or-
ders may be placed through
any Reputable London or
American House or direct, as
may best suit convenience.

BLICKENDERFER MANFG. CO.,
325, Broadway, New York City.
Cable Address: "Blick."
Hongkong, 24th October, 1899. [2677]

FOR SALE.

SKETCH PLANS of Hongkong, showing
Buildings, Godowns, Street Nos., Lot
Nos., &c., &c.; especially suitable for FIRE
INSURANCE COMPANIES.

J. D. K. Z.,
Care of Daily Press Office.
Hongkong, 30th August, 1900. [2309]

HIRANO NATURAL MINERAL

WATER.

HIRANO MURA, HYOGO-KEN,
JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.
Bright, Sparkling and Effervescent.
An excellent drink with Wines or Spirits.
Price \$5.50 per Case of 48 Pints.
As seen from the Imperial Japanese Govern-
ment's Analysis the above belongs to a class of
saline mineral waters having alkaline reaction,
and taken internally its medical uses are for
chronic catarrh of the stomach, intestines,
diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.

Hongkong, 14th August, 1900. [2211]

YABARI AND SORACHI

COALS.
HOKKAIDO TANKO TETSUDO
KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL YEN 12,000,00 ANNUAL OUT-
PUT 800,000 TONS.

PORTS OF EXPORT—

OTARU AND MOROAN.
The celebrated Yabari and Sorachi Coals are
widely known as the best and most econo-
mical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Muroran,
Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO,
JAPAN.
Telegrams: "TANKO" TOKYO.

HUGHES & HOUGH,
Agents for Hongkong. [49]



CALDBECK, MACGREGOR & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD.

Telephone 75.
SINCE 1878 WE HAVE SUPPLIED OVER 100 VESSELS
OF HER MAJESTY'S FLEET, VIZ:—

"Aurora"	"Endymion"	"Lapwing"	"Rainbow"
"Algerine"	"Edgar"	"Lizard"	"Rambler"
"Eolus"	"Esk"	"Lionet"	"Roarier"
"Albatross"	"Egeria"	"Leander"	"Robin"
"Andacious"	"Erebus"	"Maggie"	"Rattler"
"Argamemnon"	"Flying Fish"	"Mercury"	"Redbreast"
"Alacrity"	"Firebrand"	"Minerva"	"Redpole"
"Archer"	"Goliath"	"Mosquito"	"Swift"
"Barfleur"	"Gibraltar"	"Moorhen"	"Sheldrake"
"Bonaventure"	"Grafton"	"Marathon"	"Satellite"
"Brisk"	"Hart"	"Mohawk"	"Severn"
"Carraco"	"Handy"	"Narcissus"	"Spartan"
"Cleopatra"	"Harmone"	"Orlando"	"Sandpiper"
"Caryafort"	"Humber"	"Otter"	"Snake"
"Contarion"	"Hornet"	"Pallas"	"Tamar"
"Champlain"	"Hyacinth"	"Pescoc"	"Twow"
"Cockchafer"	"Iron Duke"	"Pegasus"	"Terrible"
"Constance"	"Isis"	"Penguin"	"Tyne"
"Conquest"	"Imperious"	"Phoenix"	"Undaunted"
"Charybdis"	"Inconstant"	"Pigeon"	"Victor Emanuel"
"Crescent"	"Immortalita"	"Pigmy"	"Victorious"
"Daphne"	"Iphigenia"	"Pique"	"Wanderer"
"Darling"	"Juno"	"Flower"	"Waterwitch"
"Dido"	"Kestrel"	"Powerful"	"Wivern"
		"Porpoise"	"Woodcock"
			"Whiting"
			"Zephyr"

2233]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & TIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	CHUSAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON via SUEZ CANAL	PROMETHEUS	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 4th Sept.
LONDON	GLADIUS	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 6th Sept.
LONDON via SUEZ CANAL	ALCANTARA	Brit. str.	—	Barwise	BUTTERFIELD & SWIRE	On 18th Sept.
LONDON via SUEZ CANAL	HECTOR	Brit. str.	—	Fulford	BUTTERFIELD & SWIRE	On 2nd Oct.
LIVERPOOL DIRECT	PRINZ HEINRICH	Ger. str.	—	Barr	BUTTERFIELD & SWIRE	On 20th Sept.
BEEMEN, via PORTS OF CALL	ANNAM	Dan. str.	—	G. Meyer	MELCHERS & CO.	On 6th Sept., at Noon.
MAISELLES, HAYRE & COPENHAGEN, via B'ROK	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	Quick despatch.
MAISELLES, LONDON & ANTWERP, via S'PORE, &c	YARRA	Fr. str.	—	Schmitz	MESSAGERIES MARITIMES	On 7th Sept., at Daylight.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On 10th Sept., at 1 p.m.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 21st Sept.
HAYRE & HAMBURG	KONIGSBERG	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 30th Sept.
HAYRE & HAMBURG	BAMBERG	Ger. str.	—	Schneider	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	Jacobs	CARLOWITZ & CO.	On or about 20th Oct.
NEW YORK via SUEZ CANAL	ASTORIA	Brit. str.	—	Hildebrandt	SHAW, TOMES & CO.	On or about 31st Oct.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	J. Truebridge	CARLOWITZ & CO.	On or about 10th Oct.
VANCOUVER, via SHANGHAI, &c	EMPEROR OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	DODWELL & CO. LIMITED	On 8th Sept.
PORTLAND, OREGON, &c	ARGYL	Am. str.	—	W. S. Thomson	DODWELL & CO. LIMITED	On 20th Sept.
SAN FRANCISCO via SHANGHAI, &c	COPTIC	Brit. str.	—	—	PACIFIC MAIL S. S. CO.	On 18th Sept.
SAN FRANCISCO via AMOY, &c	AMERICA MARU	Jap. str.	—	—	O. & O. S. S. Co.	To-morrow, at Noon.
SAN FRANCISCO via SHANGHAI, &c	BERGENHUS	Brit. str.	—	—	TOYO KISEN KAISHA	On 12th Sept., at Daylight.
AUSTRALIAN PORTS	ATLANTIC	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On 25th Sept.
GERMAN COLONIAL & AUSTRALIAN PORTS	TAIYUAN	Brit. str.	—	Nelson	GIBB, LIVINGSTON & CO.	On 6th Sept., at 4 p.m.
YOKOHAMA, via NAGASAKI & KOBE	MCNICHOL	Ger. str.	—	Krebs	BUTTERFIELD & SWIRE	On 20th Sept., at Noon.
NAGASAKI, KOBE & YOKOHAMA	ROHILLA	Brit. str.	—	C.H.S. Toque, R.N.R.	MELCHERS & CO.	On 5th Sept., at Noon.
SHANGHAI	RADNOSHIRE	Brit. str.	—	Hadley	P. & O. S. N. Co.	On or about 1st Sept.
SWATOW, AMOY & FOCHOW	SANUKI MARU	Jap. str.	—	W. Townsend	SHAW, TOMES & CO.	To-morrow, at 8 p.m.
SWATOW, AMOY & TAIWANFOO	CLYDE	Brit. str.	—	E. Street	P. & O. S. N. Co.	On 2nd Sept., at 4 p.m.
MANILA	KANSU	Brit. str.	—	Sommerville	NIPPON YUSEN KAISHA	On or about 31st inst.
MANILA, ZEBU & LOILO	HAICHING	Brit. str.	—	Hall	BUTTERFIELD & SWIRE	On 2nd Sept., at Daylight.
SINGAPORE, PENANG & CALCUTTA	ASAPU MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	To-day, at 10 A.M.
	DIAMANT	Brit. str.	—	A. Ramsay	SHAW, TOMES & CO.	On 5th Sept., at Daylight.
	TAIYUAN	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 3rd Sept., at 5 p.m.
	KAIKONG	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 12th Sept., at Noon.
	CHELYDRA	Brit. str.	—	Davies	JARDINE, MATHESON & CO.	On 2nd Sept., at Daylight.

SHIPPING.

ARRIVALS.
 Aug. 30, DIAMANT, British str., 1,255, Ramsay, Manila 27th August, Hoap and Cigars—SHAW, TOMES & CO.
 Aug. 30, LORNOON, German str., 1,245, Scholz, Canton 20th August, General—SIEMSS & CO.
 Aug. 30, INDEPENDENT, German str., 871, A. Holt, Swatow 21st August, General—SANDER, WILDER & CO.
 Aug. 30, LOTAL, German str., 1,217, Lorenzon, Bangkok 22nd August, Rice—SANDER, WILDER & CO.
 Aug. 30, HAMBURG, British str., 1,649, Caldwell, New York 20th April, Oil—STANDARD OIL CO.
 Aug. 30, PETRIANA, British str., 1,248, Sampo, Palampayan 23rd July, Oil—ANNHOLD, KARNER & CO.
 Aug. 30, RADNOSHIRE, British str., 1,889, A. D. Hadley, London via Singapore 24th August, General—SHAW, TOMES & CO.
 Aug. 30, TONGAN, Am. str., 1,254, J. Blethen, Chetof 24th August, General—CHINESE.
 Aug. 30, AUSTRALIAN, British str., 3,000, P. T. Helms, Sydney 4th August, Brisbane 6th, Townsville 9th, Cooktown 10th, Thursday Island 12th, Port Darwin 17th and Manila 28th, General—GIBB, LIVINGSTON & CO.
 Aug. 30, ROHILLA, British str., 2,216, C. H. S. Toque, R.N.R., Yokohama 22nd August, General—P. & O. S. N. Co.
 Aug. 30, KWEIYANG, British str., 1,080, Osterbridge, Hongay 27th Aug., Coal—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
 30th August.
 Clara, German str., for Haiphong.
 Pronto, German str., for Saigon.
 Haiching, British str., for Swatow.
 Lir, Norwegian str., for Kutchinotzu.

DEPARTURES.

Aug. 30, FORCOSA, British transport, for Taku.
 Aug. 30, MATIANA, British transport, for Calcutta.
 Aug. 30, BUEHAR, British str., for Portland.
 Aug. 30, FROGRESS, German str., for Tonkin.
 Aug. 30, LONGSANG, British str., for Manila.
 Aug. 30, HOKOKANG, French str., for Hanoi.
 Aug. 30, CROWN OF ARAGON, British str., for Natal.
 Aug. 30, SIAM, British str., for Amoy.
 Aug. 30, INDEVELL, British str., for New York.
 Aug. 30, MACEDONIA, British str., for Moji.
 Aug. 30, NABURGO, British transport, for Taku.

VESSELS IN DOCK.

ABERDEEN DOCK—Chowlin.
 KOWLOON DOCK—U.S.S. Monterey, Argus, Hailong, Thales, H.G.M.S. Hertha, Kaifong, COSMOPOLITAN DOCK—Nanshan, Standfield.

SHIPPING REPORTS.

The American steamer *Tosoma*, from Chetof 24th August, had fine weather to Suddles; heavy rain and head sea to Turnabout; thence to port fine, clear weather and sharp head sea.
 The British steamer *Headsea*, from Manila 27th August, had strong S.W. winds and heavy rain squalls on the 27th and 28th; light breeze, clear and fine weather on the 29th and 30th.
 The British steamer *Roilla*, from Yokohama 22nd August, had squally weather in Inland Sea; strong S.E. winds and squally weather after clearing coast of Japan to coast of China.
 The British steamer *Australian*, from Sydney 4th August, Brisbane 6th, Townsville 9th, Cooktown 10th, Thursday Island 12th, Port Darwin 17th and Manila 28th, experienced fine weather and variable winds to Port Darwin, and from there to Manila had fine weather for the first three days, which then came on hazy, blowing hard from N.W. with a heavy N.W. swell. Whilst passing Cape Calavite on 23rd, 8 o'clock a.m., sighted a steamer ashore and kept away to leeward. 9 o'clock stopped at a safe distance from the wreck, which turned out to be N.Y.K. Co.'s steamer *Futani Maru* ashore on Pantokami Point, about one-quarter of a mile from the shore. 9.25 chief officer boarded and reported the ship a total wreck and broken amidships, and all the passengers and crew landed and camped on shore, where they had been for the last five days. They requested to be taken to Manila, with the mails and sixteen cases of specie to the value of £9,000 sterling. Proceeded immediately into Paluan Bay to leeward of reef in almost smooth water, working engines as required, keeping a safe distance from the shore and facilitating the work on board. 1.45 p.m. all safely on board (129 souls), also mails and specie. Hoisted up boats and at 2 o'clock proceeded full speed in continuance of voyage to Manila and arrived there the following day at 9.30 a.m. Left Manila on 28th at 1 o'clock p.m. and experienced thick hazy weather with heavy rain squalls from N.W. On 29th the wind turned to N.E. very suddenly, with no change in barometer, and the weather cleared up with a smooth sea.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 POSTPONEMENT.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
 "HAICHING."
 Captain Hall, will be despatched for the above ports TO-DAY, the 31st instant, at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFCAIK & CO.,
 General Managers.
 Hongkong, 28th August, 1900. [2306]

FOR NEW YORK via SUEZ CANAL.
 THE Steamship
 "RICHMOND CASTLE"
 will be despatched for the above port on or about the 31st instant, and will be followed by the Steamship
 "AFRIDI"
 on or about the 8th September, and the Steamship
 "MARIA DE LARRINAGA"
 For Freight, apply to
 DODWELL & CO., LD.,
 Agents.
 Hongkong, 27th August, 1900. [2054]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "CHELYDRA."
 Captain Davies, will be despatched as above TO-MORROW, the 1st September, at Noon.
 For Freight, or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 25th August, 1900. [2277]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
 STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLIMOUTH AND LONDON.
 THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
 THE Steamship
 "CHUSAN."
 Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and cargo for the above ports.
 Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.
 Hongkong, 29th August, 1900. [1]

THE EAST ASIATIC COMPANY, LIMITED.
 FOR MARSEILLES, HAYRE AND COPENHAGEN WITH OPTION VIA BANGKOK.
 THE Company's Steamship
 "ANNAM"
 will be ready to load as above on SATURDAY, the 1st September.
 For Freight or Passage, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 28th August, 1900. [2304]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship
 "KANSU"
 Captain Sommerville, will be despatched as above on SUNDAY, the 2nd September, at Daylight.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 30th August, 1900. [2307]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE).
 (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
 STEAMERS. DEPARTURES. SAILING DATES.
 * SIBIRIA (HAYRE & HAMBURG) (London with transhipment in Hamburg) (About 31st) Freight and Passage.
 Capt. Brann (London with transhipment in Hamburg) (Sept. 1st) Freight.
 * SAXONIA (HAYRE & HAMBURG) (London with transhipment in Hamburg) (Sept. 1st) Freight.
 Capt. Jager (London with transhipment in Hamburg) (Sept. 1st) Freight.
 * SERBIA (HAYRE & HAMBURG) (London with transhipment in Hamburg) (About 12th) Freight.
 Capt. Sachs (London with transhipment in Hamburg) (October 1st) Freight and Passage.
 * KONIGSBERG (HAYRE & HAMBURG) (London with transhipment in Hamburg) (About 20th) Freight and Passage.
 Capt. Schider (London with transhipment in Hamburg) (October 1st) Freight.
 * BAMBERG (HAYRE & HAMBURG) (London with transhipment in Hamburg) (About 31st) Freight.
 Capt. Jacobs (London with transhipment in Hamburg) (October 1st) Freight.
 * These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to
 CANALOWITZ & CO.,
 AGENTS.
 HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Hongkong, 21st August, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 "EMPEROR OF JAPAN" Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 29th Sept., 1900
 "EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
 "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 D. E. BROWN, General Agent,
 Pedder Street
 Hongkong, 30th August, 1900. [9]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).
 PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES.
 SANUKI MARU NAGASAKI, KOBE and YOKO-SUNDAY, 2nd Sept., at 4 P.M.
 W. Townsend HAMA
 SADO MARU (MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID) FRIDAY, 7th Sept., at Daylight.
 W. Thompson
 Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA, Manager.
 Hongkong, 30th August, 1900. [12]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK-SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	THURSDAY	SAILING DATES
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
RAYEN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PREUSSEN	WEDNESDAY	9th January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	23rd January, 1901.
SACHSEN	WEDNESDAY	6th February, 1901.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	20th February, 1901.

ON THURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain G. Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 4th September. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
 MELCHERS & CO.,
 AGENTS.
 Hongkong, 25th August, 1900. [8]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI. TO SAIL ON. REMARKS.
 SHANGHAI {CLYDE, E. Street, (About 31st) Freight or Passage.
 LONDON &c {CHUSAN, U.T. Denny, R.N.R. (Noon, 1st) See Special Advertisement.
 YOKOHAMA via NA {ROHILLA, C.H.S. Toque, R.N.R. (About 1st) (Passing through the Inland Sea) Freight or Passage.
 LONDON {JAYA, G.W. Gordon, R.N.R. (About 6th) (September) Freight or Passage.

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th August, 1900. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON. IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
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OLYMPIA 2,837 S. Truebridge Sept. 8
 DUKE OF FIPE 3,821 J. S. Cox Sept. 11
 GLENOLIE 3,750 W. Enkes Sept. 15
 QUEEN ADELAIDE 2,832 F. McNair Sept. 29

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 427.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG to NEW YORK, 411.
 The Railroad traveling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. THE YELLOWSTONE NATIONAL PARK route.
 HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.
 The best route to the KODVIEK GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DYER and St. MICHAEL.
 HONGKONG TO YELLOWSTONE PARK AND BACK, 465 10s. 0d.
 This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINCINNATI and return, Sleeping and Dining Car accommodation, Tacoma or Portland to Livingston and return and Stage Coach transportation, Cinnabar to Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotel.
 These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months.
 Rates of Passage to other Points on application.
 A special rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.
 Hongkong, 16th August, 1900. [10]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Company's Steamship
 "TAIYUAN."
 Captain Nelson, will be despatched as above on THURSDAY, the 20th Sept., at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 23rd August, 1900. [2294]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
 THE Company's Steamship
 "TAIYUAN."
 Captain Nelson, will be despatched as above on THURSDAY, the 20th Sept., at Noon.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Freight, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 23rd August, 1900. [2295]

